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AROUND THE LAKES.

CLEVELAND.

Thomas Fitzpatrick has gone to Buffalo to look after the George T. Hope.

At Globe drydock the barge Superior had buts calked and a leak stopped.

Mr. Esseltyn of Detroit is in the city. He will probably remain until the Reindeer arrives.

John Scotten, a sailor on the schooner M. S. Bacon, had his leg badly crushed by a falling piece of timber. He was taken to the marine hospital.

The schooner Reindeer is in Globe drydock. The cause of her sinking, as ascertained by T. Wilson, submarine diver, was in consequence of settling on a pile which put a hole through her bottom. The survey will be held to-day.

The steamer J. H. Devereux has delivered in Cleveland three cargoes of ore, two from Marquette and one from Escanaba, in twenty-three days. There is a good combination on the Devereux, Captain T. Wilford and Engineer Q. Miller, and the steamboat always answers the signals.

The charge of gross carelessness, brought against Captain Hughes and Driscoll for running the tug Patrick Henry against the breakwater, noticed elsewhere, is being investigated by Local Inspectors DeWolf and McGrath, and is still pending, some important witnesses not being present to-day.

Tug Patrick Henry, owned by L. P. and J. A. Smith, of this city, and valued at $12,000, was run onto the breakwater Friday night and sank while being towed into the river. Two crews were aboard. The tug is a total wreck to amidships. No one was injured. The tug was not insured.

The union men here want $3 per day. They induced four men who shipped on the schooner St. Lawrence, Captain J. Doviel, and seven on the Harvey Bissell, Captain S. Murdock, to leave. The places of the men were easily filled. The police were called to protect the schooners Swallow and Monguagon.

The tug Brady, which has recently been repaired and fitted out has gone to Fairport with wrecking outfit to raise the schooner Reindeer, sunk at that port with a cargo of ore for Messrs. Hanna & Company. The expedition is in charge of Captain C. E. Benham of this port. The Reindeer, owned by Messrs. Merrick & Esseltyn of Detroit, is 305 tons, was built at Detroit by Campbell in 1870, and valued at $8,000. She was raised on Tuesday and will go into drydock here for repairs.

Freights have undergone no change of importance during the week, the charters Wednesday being as follows: Propellers S. J. Macy, J. H. Devereux, William Chisholm and schooner Camden, ore, Ashland to Ohio ports, $2.60; propellers William Chisholm and J. H. Devereux, coal, Lorain to Duluth, 90 cents; schooner Nevada, ore, Escanaba to Ohio ports, $1.75; schooner H. J. Webb, coal to Marquette, 65 cents; same boat, ore Marquette to Ohio ports, $2; propeller Superior and schooner Sandusky, coal, Cleveland to Marquette, 65 cents.

Quite an important meeting of the Vessel Owners association was held yesterday. A measure was adopted advancing the wages of sailors from $40 to $50 per month, which is equivalent to $3.00 per day where sailors are engaged by the single trip, the members of the association giving the men in their employ steady work. The association also adopted a resolution in opposition to a bill pending Congressional action which proposes to prohibit the establishment of private lights and buoys. The members of the association are in favor of these private enterprises where the general government does not seem ready to provide them. A resolution was also adopted in opposition to the following one which has been adopted by the general committee of the Merchants Exchange of Buffalo. The latter reads as follows: Resolved, That the chief inspector of grain be instructed to reject such portions of cargoes of wheat as are discolored by iron ore dust as though they were damaged by water or any other cause. The association protests against this action of the Merchants' Exchange, because they believe it discriminates against the ore carriers in favor of the line craft.

CHICAGO.

Special to the Marine Record.

The schooner Abbie of Ludington, Captain H. Halverson made her first appearance at this port Sunday forenoon, with a load of shingles from Ludington. She was launched at the latter port last spring and is a smart looking little hooker.

An important decision, affecting the Georgian Bay grain fleet and in fact all vessels trading to foreign ports, was received at the custom house Monday. The decision grows out of the recent fining of the schooner A. Mosher. About two weeks ago that vessel took a cargo of grain from Chicago to Midland, and after discharging it cleared light for Duncan City to load lumber. Shortly after reaching Duncan City, and before her master could report at the custom house, which is located at Cheboygan, two miles distant, the vessel was boarded by an officer from the revenue steamer Fessenden, who demanded the schooner's manifest. The captain presented his foreign clearance, but was informed that the vessel must also have a manifest. Subsequently J. S. Dunham, owner of the vessel, was notified that he must pay a fine of $500. An appeal was taken to the treasury department Mr. Dunham basing his application for a remission of the penalty on the fact that manifests had never been required from vessels in ballast. The decision is as follows: The penalty does not attach to the master of a vessel arriving from a foreign port unless the demand for the manifest be made before her arrival in a port of the United States. If the master of Mosher had reported at Cheboygan before demand was made for the production of his manifest he was not subject to the penalty. The department for many years has recognized sea stores as merchandise, and therefore the presence of sea stores on a vessel in ballast obliges her master on arriving from a foreign port to be ready with his manifest when within four leagues of our coast. If, therefore, the master of Mosher was called upon for a manifest before he reported at Cheboygan, if he had sea stores on board, his failure to produce a manifest entailed a penalty not exceeding $500. But the uniformity of the practice which seems to have prevailed on the northern lakes is not recognizing a master as bound to deliver a manifest when arriving light from a foreign port disposes the department in this case to impose no penalty.

At Miller Brothers drydocks, the schooner Driver, Snowdrop and C. C. Trowbridge were on dock to have leaks stopped, the steambarge I. M. Weston to have her stern post and stern bearing fixed. One of the Chicago dredging and dock company's dredges for re-calking, schooners City of Erie and Mary Collins for repairs to damage done to her stanchions, bulwarks and rail when jammed in the main street bridge draw by the steambarge Nellie Torrent, the steambarge Lincoln was in dock and had a leak stopped, the tug Rebel for a new key to her wheel. The schooner Guido received a new bow, the schooner City of Chicago some repairs, the schooner America had her top sides calked.

Thomas Gilbert, steward of the schooner C. L. Fick, was drowned Thursday evening at the foot of Wells street. He was 55 years of age and his home was at Muskegon, where he leaves a wife and several children.

At the Chicago Drydock Company's the barges Empire State and Lisgar, schooners H. A. Richmond and North Cape, and the scows Magdalena were in dock for calking; the schooners Harriet Ross and A. J. Mowry received new jibboom; the schooner Maggie Thompson had her decks calked; schooner J. V. Taylor had her topsides calked; the barge Bronson a new cathead; the propeller J. L. Hurd some repairs; one of Fitzsimmons & Connell's dump scows was in dock for calking.

The schooner William Jones arrived on Tuesday with a load of slabs and the gear and outfit of the scow John Bean, Jr., which went ashore last week at Muskegon, Captain David Dall having decided to abandon her.

The schooner Hawkins, which went ashore last week off Muskegon, has been released.

The new steamship John F. Eddy, recently built at F. W. Wheeler's shipyard, West Bay City, arrived here on Friday with coal from Cleveland. It was her first appearance at this port. She is a splendid looking cratt and a large carrier.

The schooner C. G. Mixer, Captain W. Mohlman, lumber laden from Grummond's island, arrived at this port Wednesday morning, in tow of the wrecking tug Leviathan. The Mixer sprung aleak last Thursday on Lake Huron, and was in danger of capsizing. The Leviathan went to her assistance about ten miles east of Cheboygan, Mich., last Saturday, and found about seven feet of water in her hold. She towed her into Duncan City and placed a 12 inch steam pump on board and started for Chicago. The schooner is unloading into canal boats at the lumber market, and will go into drydock when unloaded. WILLIAMS.

BUFFALO.

Special to the Marine Record.

We are glad to report a good healthy state of business in marine circles the past week. It is pleasant to look at the countenances of lake men now-a-days. There are no long faces. Those having obligations are able to meet them, and it is a pleasure to do business with that class. Money is plenty, bills are paid promptly, there is no extension of time asked, as was the case in days past.

The arrivals this week have been numerous in both steam and sail, and some little detention has been experienced in unloading grain, an account of elevator room being limited, and in consequence of a short supply of hard coal, which is manipulated to suit the shippers in a great measure, and vessels have been detained in many cases. No doubt there is a purpose in reporting short supplies, and so help to keep down any further advance in freight rates which would continue to go up if coal was more plentiful. With all the reported shortages vessels find loads very readily The principal difficulty seems to be in getting the different grades to make up cargoes as ordered; some grades are plenty and others short.

In the drydocks business is good and a number of boats have been in for more or less repairs. The City of Rome was in for examination of bottom, and for new rudder. It is said that on her downward trip she struck on the Lime Kiln crossing, and on the up trip grounded near Point au Pellee. The F. M. Knapp for repair to damages received by collision with Sweetheart in same tow on the down trip. Both vessels grounded on the old dumping ground reef, and were released by tugs at a cost of $500 each, as claimed by the tug lines. Schooners Maria Martin and Angus Smith are both waiting for new spars.

The arrivals the past few days include the C. F. Kershaw, C. F. Curtis, Holland, Fassett, tug E. L. Maytham, John Breden, Belle Hanscomb, schooner Riverside, Angus Smith, A. J. Rogers, W. H. Rounds and Hoboken.

Vessels chartered were the City of Rome and consort Redwing, coal to Duluth, 60c; propellers R. A. Parker, Cuba and consort, Donaldson, F. M. Knapp, Duluth, C. F. Curtis, Holland, Fassett, and Sweetheart go to Milwaukee at $1.00. Later on the Maria Martin was put in for Milwaukee at same rate.

Alma, Huginson, mate of the schooner M. L. Higgie, fell from the Ohio street swing bridge into Buffalo River. He had been with a sailor of the schooner Newsboy, and both had been drinking. Huginson is thought to have been drowned, Thursday night, but his body could not be found. The Newsboy man was placed under arrest but afterward released.

The Canadian tug Ella Taylor went in Mill's drydock at Buffalo for a new shaft, and the propeller W. H. Gratwick to get her wheel tightened. The steamer V. Swain was docked at the Mills yard, Buffalo, Saturday, for repairs to her stern bearings.

The propeller Simon Langell has dropped the schooner Sweetheart from her tow and taken the S. M. Stevenson in her place. There appears to have been some detention of the old tow while the Langell was changing hands some weeks ago, and the owner of the Sweetheart libeled the Langell for $500 on that account. He says that he will libel her again for breach of contract.

The barge Annie Vought is getting an overhauling and being calked in the Union drydock at Buffalo.

The steamer F. E. Spinner had another libel filed against her Tuesday, this time for engineer's wages. She is now libeled for claims aggregating $30,000. This includes the Union drydock company's repair balance of $15,000 and Charlton's bill for $10,000 for repairs made at Collingwood.

Captain August McDougall and Captain Thomas Burch left for Menominee, where the latter was to take command of the steambarge Huron City. A dispatch from Captain Buie, dated Milwaukee, stated that he was unable to remain on her any longer.

Hand and Johnson's tug line has made out bills for $500 each for releasing and towing into port the wheat laden schooners Sweetheart and F. M. Knapp. They went on Horseshoe Reef in last Thursday night's blow. The underwriters object to the amount of these bills, and it is said will contest them. Each of the vessels with her cargo was worth between $30,000, and $40,000 and it is claimed that serious damage would have resulted to both vessels and cargoes had they not been promptly released.

It is understood that the schooner Charger pays $75 for the collision with the schooner George near here on Friday afternoon. The George did not wait here to have her jibboom replaced, but will stop at Port Huron.

Reports reach us here that the schooner Champion which left here last week with a cargo of coal for a Lake Michigan port, got ashore on Middle Island reef on Sunday last, but was released without much damage, and was not leaking. WM.

BAY CITY.

Special to the Marine Record.

Lake freights on lumber are still quoted: Bay City to Buffalo $2.00, to Ohio ports $1 62½, and an extra shilling for up town loads.

The demand for all kinds of lumber is good, the Valley market being stronger at present than at any time since the opening of navigation. Norway bill stuff is bringing 50c over August prices, box lumber being held at $9.50 and $10 straight. White pine boards are a very desirable stock to be in possession of; shingles are steady.

The elegant steam yacht Siesta, owned by H. H. Warner, of Rochester, N. Y., of Safe Kidney Cure fame, was in port Sunday for fuel. She is in command of Captain James A. Davis, and a crew of six men. The Siesta is used expressly as a pleasure craft, and is one of the finest on the lakes. Mr. Warner is expected this week to spend some time at his island in hunting, fishing, etc. He has just erected a fine summer residence, costing $6,000. The building and ground will be in charge of a keeper during the winter.

The steambarge D. W. Powers, that recently broke down while on her way down from this port with the barges McDougall, Buckhout, Mariner, and Spademan, is being repaired at Port Huron, her barges being cared for in the meantime by the tug Andrew J. Smith.

NAVAL ARCHITECTURE.

A correspondent in the Liverpool Journal of Commerce, September 10, 1866, says: Any person interested in naval architecture, of which we have heard something lately, should visit the Hornby dock and inspect the American sailing ship Willie Rosenfeld, from San Francisco, with a cargo of wheat. This magnificent ship is of the following dimensions: Length of keel 266½ feet, breadth 44½ feet, depth 27½ feet, net registered tonnage 2,353. She was built in Bath, Maine, in 1885, and was classed fifteen years on the first letter She is owned by Messrs. A. Sewall & Company, and commanded by Captain Wm. H. Dumphy, well known in former days in the American packet service, whose massive forehead, genial countenance, and weather-beaten brow indicate the intelligent navigator and seaman brave, with a capacious mind well stored with incidents of vast experience upon the ocean wave—a worthy captain, and a noble ship.

From truck to keel, in symmetrical proportions, there she sits, the most magnificent wooden ship afloat, surrounded by the iron denizens of the briny deep, all sorts of ugly ancient and modern shapes, as though gazing upon her as the greatest and last of a noble and a vanquished race. Proudly she floats upon the waters, like the Phœnix rising from her ashes bidding defiance to fate, and claiming affiance in nature with the elements upon which she sits. One incident of the voyage is worthy of note. Overtaken by a fierce gale, like a strong and skillful man in the hands of a giant, she wrestled for life for many days, until, as if old Neptune, impatient to have his victim, rolled up his biggest wave, which bounded on board to engulph his prey. There she lay, half on her side, half buried and motionless, as though panting for a moment to gather strength. The mariners were about giving up in despair, when with one bound she shook herself free from the grasp of old ocean, and once more rode triumphant upon the waves. "Ah," said her gallant captain, "I thought she would do it; but if we had been on board some of those long, narrow gun-barrel things that I saw in Frisco, not one of us would have been left to tell the tale."

RECORD OF VESSEL PASSAGES.

PASSED DETROIT.

DETROIT, Sep. 30.—Passed up, morning—Barge H. C. Schnoor, propeller Albany, tug Swain and schooners Scotia, Champion, L. S. Hammond, barge W. H. Barnum, tug Winslow, and schooners Mineral State, Columbian, barge Colonial and consort, Forest City, consort, and Ishpeming, steambarge Oscar Townsend and consort, M. Sicken and two barges, Kalkaska.

Afternoon—Barge Alpena and one barge, Salina and three barges, Jas. H. Prentice and consort, Handy Boy, Nelson, propeller Idaho.

Morning, down—Tug Charlton, schooner Smith and Post, steambarge A. A. Turner and three barges, tug Jessie and schooners Nevada, Wm. Shupe, barge United Lumbermen, tug Jas. Reid and schooner Montana.

Afternoon—Propellers Sanilac, Saginaw Valley, tugs, E. C. Maytham, H. A. Ballentine, propeller Wm. Chisholm.

DETROIT, Oct. 1.—Passed up, forenoon—Barge Fred Mercur, propeller India.

Afternoon—Propeller Rochester, barge Mineral Rock and three barges, tug Colton, schooner Monticello and barge Church, steambarge Raleigh and schooner Lucerne.

Morning, down—Propeller Fountain City, steambarge Cleveland, two barges and scow C. Crawford, G. L. Colwell and three barges, schooner N. C. West, barge Minneapolis and consort, tug Wilcox and schooner Chas. Foster, Torrent and ratt, propeller Conestoga.

Afternoon—Barge N. K. Fairbanks and consort, tug Swain and schooner L. A. Law, steambarge C. F. Curtis and three barges, Westford, three barges, and schooner A. Ford, Nahant.

DETROIT, Oct. 2.—Passed up, morning—Propeller Lycoming, tug James Reid, propeller Tioga, barge James G. Blaine, Continental and consort, propeller Annie Young.

Afternoon—Barge Nevada, propeller Jas. Fisk, Jr., barges Mackinaw, Oscoda.

Morning, down—Propeller Buffalo, barge D. W. Rust and consorts, tug Hercules and schooner Hoboken, steambarge Tempest and three barges, Progress.

Afternoon—Tug Sweepstakes, schooner A. J. Rogers, America, F. D. Barker, Lottie Cooper, steambarge H. S. Hubbell and four barges, propeller John Pridgeon, Jr., barge J. E. Mills.

DETROIT, Oct. 3—Passed up, forenoon—Tug Charlton and schooner Wm. Young, steambarge Wm. Rudolph and two barges, B. W. Arnold, Onoko, tug Justice Field and five barges, steambarge Monteagle and consorts, propeller Vanderblit, tug Castle and schooner James B. Gilmore, propeller Saginaw Valley, steambarge D. F Rose and three barges, T. W. Palmer and consorts, J. H. Farwell and consorts, Empire and two barges, propellers Osceola, Newburg, C. Tower and consort.

Afternoon—Steambarge Selah Chamberlain and schooner Fayette Brown, tug Oswego and schooners C. Sherman, Hattie Wells, steambarge John N. Glidden and consorts, Cleveland, two barges and schooner Charles Crawford, propeller Japan.

Morning, down—Steambarge Germania and four barges, propeller Myles, steambarge Bay City and three barges.

Afternoon—Propellers Avon, Milwaukee, Alaska, steambarge Allegheny and two barges, D. M. Dickinson and three barges, Iron Age, Geo. Spencer, consort, schooner M. E. Tremble, Garden City and five barges, tug J. P. Clark and four barges, steambarge Kalkaska, tug Record and four barges, steambarge J. S. Fay and schooners D. P. Rhodes, S. H. Kimball, City of Concord and one barge, propeller Celtic and schooner Grantham, New York.

THROUGH THE STRAITS.

MACKINAW CITY, Sept. 30.—Afternoon, down—Schooner C. J. Rogers, propeller Boston.

Morning, up—Propeller City of Cleveland with schooner Ahira Cobb, D. Ballentine with schooner Northwest.

Afternoon—Leland and City of Grand Rapids, Lycoming, H. J. Jewett.

MACKINAW CITY, Oct. 1.—Morning, down—Propeller John Pridgeon, schooner F. C. Leighton, propeller C. J. Kershaw.

Afternoon—Philadelphia.

Morning, up—Propeller Albany, Lehigh. The up fleet is still here at anchor. Heavy northwest wind, with flurries of snow.

MACKINAW CITY, Oct. 2.—Morning, down—Propeller L. Pahlow, Alaska.

Afternoon—New York, Burnham, and schooner Narragansett, Annie P. Grover, propeller Fred McBrier and two barges.

Morning up—Propeller Dean Richmond, T. S. Faxton, schooner G. A. Marsh, tug Leviathan with schooner C. G. Mixar and propeller Yosemite and consort, schooner Ostrich and Charles E. Wyman, propellers Wm. H. Barnum and J. H. Prentice with schooners Shawnee and Goshawk.

Afternoon—Schooner Rising Star, propeller Rochester.

MACKINAW CITY, Oct. 3—Morning, down Propeller Morley, schooner John B. Merrill, propeller Manitowoc and two barges, T. S. Faxton.

Afternoon—Schooner H. M. Scove, Mary Lyon, tug John Owen, schooners Michigan E. A. Nicholson, Bay State, R. B. Hayes, propeller Favorite.

Morning, up—Propellers Tioga, Montana, Lycoming, schooner Scotia,

THROUGH THE SAULT.

SAULT STE MARIE, Sept. 30.—Morning, down—Steambarge R. A. Packer, R. P. Ranney, schooners S. J. Tilden, Negaunee.

Afternoon—Propellers Wisconsin, China, steambagre J. S. Fay, schooners D. R Rhodes, D. Wagstaff, steambarge Jim Sheriffs, schooner Pathfinder, steambarge Siberia, schooners Nelson Bloom, Plymouth.

Morning, up—Steambarge Escanaba.

Afternoon—Propeller Athabasca, steambarge D. C. Whitney, schooner Ashland, steambarge H. D. Coffinberry, schooner H.R. Newcombe, steambarge Kittie M. Forbes, schooner Mabel Wilson.

SAULT STE MARIE, Oct. 1.—Morning, down—Steambarge George Spencer, schooners David Doan, M. E. Tremble, propeller Myles, tug R. J. Crain, schooner S. H. Kimball, propeller Celtic.

Afternoon—Schooner Grantham, propeller Campana, steambarge Hiawatha, schooner Manchester.

Morning, up—Tug Mystic, schooner H.G. Cleveland.

Afternoon—Steambarge Minnesota, and schooner Massasoit, steambarge Waldo A. Avery, schooner H. A. Hawgood, propeller B. W. Blanchard.

SAULT STE MARIE, Oct. 2.—Morning, down Propeller Toledo, steambarge Calumet, and schooner Ironton, propeller Peerless, steambarge Iron Duke, schooner Iron Cliff.

Afternoon—Steambarges Ohio and Fayette, schooner Gray Oak, Midland, Rover, propeller Roanoke.

Forenoon, up—Propeller St. Paul.

Afternoon—Steambarge Egyptian, and schooners Charles Wall, Pelican, propeller Idaho, steambarge Republic, schooners Grace Holland, James Couch, steambarge Colonial, schooner Specular, steambarge Forest City, schooners H. H. Brown, Ishpeming.

SAULT STE MARIE, Oct. 3.—Forenoon, down—Steambarge Keystone, schooner J G Masten, steambarge J. E. Potts, schooner Dan Rogers, propellers Empire State, City of Owen Sound, steambarge G. T. Hope, and schooner Polynesia, propeller H. E. Packer, steambarge R. J. Hackett, schooners Susan E. Peck and Delaware, steambarge Chauncey Hurlbut, schooners Senator and C. G. King, propeller J. H. Devereux, schooner H. J. Webb.

Afternoon—Tug Samson, schooners E. C. Hutchinson, S. L. Watson, propeller Athabasca, steambarge James Pickands, schooners Wayne, H. Fitzhugh, tug A. Sumner, schooner Michigan, propeller Wm. B. Hall, schooner J. Bentley, propeller Nebraska.

Morning, up—Steambarge Oscar Townsend, schooner Edward Kelley, propeller City of Duluth.

Afternoon—Propellers Alberta, United Empire, steambarge C. H. Green, schooners Rosa Sonsmith, Mattie C. Bell, steambarge Bessemer, schooners David Vance, Monitor, steambarges Alpena, Raleigh, schooner Lucerne, tug E. M. Peck, schooner Thomas L. Parker.

PASSED PORT COLBORNE.

PORT COLBORNE, Sept. 30.—Passed up—Schooner E. Murton, Port Dalhousie to Cleveland; Manzanilla, Trenton to Chicago; steamship W. L. Frost, Ogdensburg to Chicago.

Down—Steambarge Abercorn, Saginaw to Oswego; propeller Cuba, Chicago to Kingston.

PORT COLBORNE, Oct. 1.—Passed up—In harbor to-night: Schooners G. G. Houghton, Manzanilla, Ella Murton, Defiance, steambarges Tecumseh and barges, Owen and Kincardine. Steamships W. L. Frost and Monteagle and consorts got away from here this morning. Gale shifted to northwest this morning and moderated. To-night it is blowing fresh from the northwest. Cloudy, cool weather.

PORT COLBORNE, Oct. 2.—Passed up—Schooner Parana, Fairhaven to Chicago; Hartford, Oswego to Sandusky; Blazing Star, Oswego to Detroit; propeller California, Toronto to Toledo.

Down—Schooner Jennie White, Toledo to Oswego; Jessie Scarth, Sandusky to Kingston; Nevada, Chicago to Ogdensburg; John Magee, Sandusky to Oswego; propeller L. Shickluna, Toledo to Montreal; Dominion, Duluth to St. Catherines.

Continued on 4th Page.

HENNEPIN CANAL.

A dispatch from Rock Island says: The board of engineers, General C. B. Comstock, Colonel O. M. Poe, and Captain J. C. Post, appointed by the government as a commission to examine in all their relations to commerce the Illinois and Michigan canal and the proposed Hennepin canal, to consider their value to the commerce of the country, and all other matters connected with their usefulness to navigation, and report upon the acquisition and improvement of the Illinois and Michigan canal, and the construction of the Hennepin canal, met in this city in the office of Major Mackenzie, United States Engineer, at 11 o'clock September 30, to gather information concerning the Hennepin project.

The meeting was called to order by General Comstock. At the suggestion of Congressman Murphy the members of the board drove to the Rock river at 8 o'clock in the morning and made examination as to the course of the river from Milan to its mouth, for there the proposed canal is to debouch into the great Mississippi. They spent an hour and a half there and then drove back to the city. Among those present at the meeting in the morning were Congressmen Murphy and Neece, Governor Bross, and O. B. Guthrie of Chicago, Judge Waite, H. V. Fisher, George W Lawrence, L. C. Campbell, of Genesee, L. C. Quick, of Albany, Ill., with several gentlemen from each of the three cities.

General Comstock opened the meeting by reading the order which appointed the commission and designated their duties. Congressman Murphy stated that at a meeting of the business men of the three cities proper, committees had been appointed to prepare the desired information. He himself had been in Chicago to confer with Governor Bross, C. Dore, and Murry Nelson, but all were absent from the city, but Mr. Dore had given General Comstock his views in writing.

Governor Bross then addressed the commission. He said that the action of congress concerning the Hennepin canal, its dilly-dallying and delays in meeting the project squarely, as its merits demanded, was disgraceful to the nation and an insult to the northwest; that was what he would say to commence with. He then read a written address showing the great need of the canal as a regulator of freight rates and as a cheapener of rates of cost of transportation. He gave statistics to substantiate his points, and was listened to with close attention.

General Comstock inquired as to the extent of country which would be benefited by the reduction of transportation rates through the building of the canal.

General Bross answered that important question, and Mr. Murphy said that the cost of transportation will be reduced fully 50 per cent.

Mr. Edward Russell, secretary of the committee on statistics, appointed by the three cities, made a very interesting report, which was attentively listened to by the commission. It furnished them complete information of the amount of transportation furnished and received by Davenport, Rock Island and Moline.

ABUSING SAILORS.

What it is that transforms some men into worse than brutes as soon as they are given authority over a ship's crew it would be very difficult to say. It is very evident that the effect is not a humanizing one. Officers, who on shore seem to be the best of fellows, often exhibit when on shipboard the most fiendish nature and tax their brains to invent cruelties to inflict upon sailors. An alleged case of this kind has just occurred on board a vessel in this harbor. It is stated that the first mate, assisted by the carpenter, the second mate and a fierce Newfoundland dog, fell upon a sailor and cruelly beat and injured him. The reason for this treatment of the sailor is not given; but there can be no good reason for such abuse. It is to be hoped that the men engaged in this brutal assault will be given the fullest punishment provided for such offences. It is only to be regretted that it is not possible to punish every case of cruelty of this kind. Sailors are very aggravating at times and their manner is often that of braving authority. There are, however, ways of punishing in subordination, whether real or apparent, that are neither cruel nor physically injurious to the sailor, and which can be enforced with salutary results, both to the offender and to the rest of the crew. Certainly nothing is gained to the ship by rendering a sailor incapable of performing his share of the work. The sailor has to receive his pay just the same and the vessel—in these days vessels do not carry too many men—will be crippled in this respect to the extent of his inability to perform his duty properly. There is really no reason in this thing. There is, however, where the case is particularly aggravated, a very great risk by those who practice this cruelty. In the present instance it is likely that the men who assaulted this sailor will be severely punished, because the offense was committed while in port, and it is possible to enforce the attendance of all the parties concerned. But when these offenses are committed at sea they are more difficult, as the officers fearing prosecution, will, on reaching port, try to keep out of the way until the witnesses to it are scattered. Because of this it is not always possible to secure the conviction of the offenders. Many cases of cruelty to sailors never come to light because of the apparently friendly interposition of the sailors' lawyer. Nevertheless it can not be considered that cruelty on shipboard is increasing. There are, no doubt, many instances where sailors are roughly used, but downright cruelty is not practised to the extent that formerly prevailed. A sailor's life is a hard one at best, and he must be prepared to undergo much rough usage But this is a very different matter from brutal treatment, and every instance of this kind should be made public in order that through fear of punishment those who are inclined to practice cruelty to sailors may be deterred from attempting it.—*Maritime Register, New York.*

LITERARY NOTICES.

ST. NICHOLAS FOR OCTOBER is almost a series of climaxes, and its readers will be divided between joy at the happy endings of all the serials and regret that they are ended at all. This is the last number of the present volume, and contains the concluding chapters of "Little Lord Fauntleroy," Mrs. Burnett's delightful story of "George Washington," Horace E. Scudder's entertaining story of the life of our country's greatest hero; of "The Kelp gatherers," J. T. Trowbridge's popular and realistic account of boy-life on the Maine coast; of "Nan's Revolt," Rose Lattimore Alling's clever description of how four bright girls broke away from the slavery of fashion. A glance at the prospectus, however, will make it clear that it is not proposed to allow the magazine to fall off a whit in interest the coming year. And the continued stories and articles just completed will be closely followed by the attractive features promised for the succeeding volume.

THE OCTOBER CENTURY.—Few numbers of The Century have appealed to so wide an audience with topics of such general interest as the October issue. It is important for what it promises no less than by what is gives. An editorial in "Topics of the Time" announces that in the November number will be given the first chapters of "The Authorized Life of Lincoln," by John G. Nicolay and John Hay, who were the President's private secretaries. As Lincoln is the greatest figure in American history, so are his chosen biographers by opportunity, no less than literary faculty, best qualified to make the story of his life a gain to American literature. With the beginning of the autumnal gales, the stirring article by Franklin H. North, handsomely illustrated, on "The Gloucester Fishers," has a seasonable interest. Captain J. W. Collins, in "Open Letters," discusses "The Outlook of the Fisheries" with reference to Canadian action and home legislation. In his finely illustrated paper on "American Explorers at Assos," F. H. Bacon has done more than to give the first authoritative account of the success of the expedition, headed by Mr. J. T. Clarke and himself for the Archæological Institute of America; Professor W.R. Ware contributes an introduction. Mr. Stockton completes his inimitable novelette, "The Casting Away of Mrs. Lecks and Mrs. Aleshine," and Mr. Howells provides Lemuel Barker with a new employment and a quarrel with 'Manda Grier, in the ninth part of "The Minister's Charge." General W. S. Rosecrans's description of his victory at "Corinth" is the chief illustrated war article; other papers of a distinct personal interest are reminiscences of Stonewall Jackson, by his sister-in-law, Mrs. Margaret J. Preston, and "Stonewall Jackson's Last Battle," by his aide-de camp, Captain James Power Smith, who helped the mortally wounded general from the field at Chancellorsville.

NOTICE TO MARINERS.

Notice is hereby given that, on and after October 20, 1885, a fixed white light will be shown from the lighthouse recently erected in the village of Port Sanilac, Michigan. The illuminating apparatus is of the 4th order, lighting 270 deg. of the horizon. The focal plane is 52 feet above the ground and 69 feet above lake level, and the light should be seen in clear weather, from the deck of a vessel 10 feet above the lake, 15 statute miles. The structure is a red brick tower, surmounted by an iron lantern which is painted black. A keeper's dwelling, one and one-half stories high, of red brick, is connected with the tower by a covered passage way Buildings and trees in the village form the background of the light as projected from the lake. The approximate position of the lighthouse, as taken from the Lake Survey Charts, is as follows: Latitude, 43.25.44. Longitude, 82.31.48. Magnetic bearings and distances of prominent objects are as follows: Sand Beach Lighthouse, N.¾W., 29½ statute miles. Fort Gratiot Lighthouse, S. by E., 30⅓ statute miles.

By order of the Lighthouse Board:

STEPHEN C. ROWAN,
Vice Admiral U. S. Navy.

Saturday next has been finally fixed upon as the day for the launch of the new steel yacht Alva, building at the Harlan & Hollingsworth Company's shipyard, Wilmington, Del., for Mr. W. K. Vanderbilt. Although Mr. Vanderbilt gave strict orders that the cost of the vessel should not be made known, it is said that bills thus far paid amount to $523,000. She has been built entirely of steel, both ribs and sheathing, and is to rank in the highest class in the English Lloyds' Shipping Registry. It has also been decided to have her rigged as a three masted schooner, with a square topsail on the foremast. The following officers have been appointed to the new vessel: Captain Henry Morrison, late master of the American line steamship Ohio; chief officer, J. M. Cushing, formerly of the American and Red Star lines, and chief engineer, James H. Hand, late special United States inspector of foreign steam vessels.—*Nautical Gazette.*

NAUTICAL NOTES.

Captain N. P. Stewart was sworn in as master of the barge Norway on Saturday.

It is reported that the fuel docks at Buffalo would put up the price of vessel coal from $2.15 to $2.25 a ton.

Insurance rates on grain cargoes out of Chicago have been advanced to a basis of 80 cents per $100 to Buffalo.

The schooner W. H. Hawkins, which went ashore near Milwaukee Thursday, was

released Saturday and towed to Grand Haven for repairs

Captain John Sullivan has made soundings, south of the north pier at Evanston, and he states that it is a safe harbor for vessels drawing from nine to twelve feet of water, providing the wind is off shore.

The steambarge Albion and barge Ark, of Muir's Port Dalhousie fleet, which were driven ashore last Thursday night, while attempting to make the river during a heavy gale, have been pulled off by a tug. Neither of the vessels are seriously damaged.

James G. Averell has contracted with the St. Lawrence Marine railway to build him a steam yacht, 87 feet 8 inches over all; 12 feet beam on water line, and 13½ feet at the covering; 7 feet fan tail; to be ready to receive machinery on the first of May, next.

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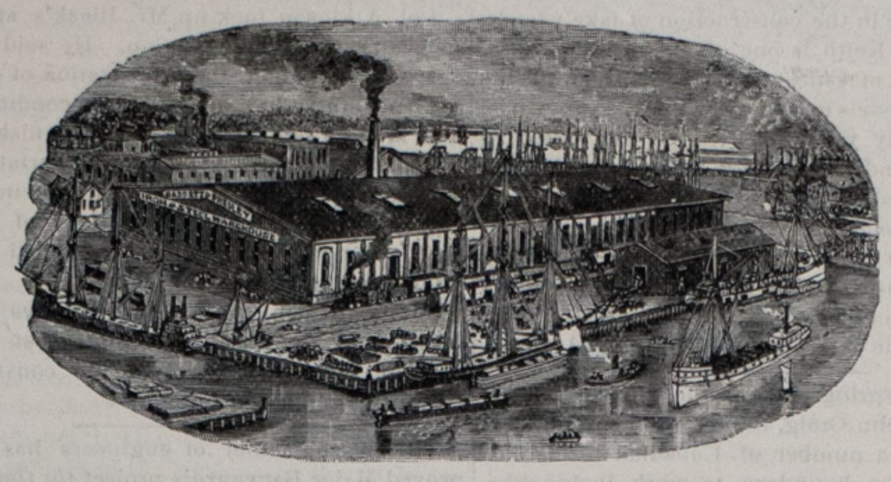

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No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via " ..	*6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi P c Ex via Norwalk....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27 Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m., and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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Buffalo Passenger.....	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight.....	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, OCTOBER 7.

A DRYDOCK FOR LAKE SUPERIOR.

Last week's MARINE RECORD contained an article advocating the construction or sinking of a drydock at Duluth, in which it was asserted that before next season the enterprise would be under way. A special from Chicago, dated on the 4th inst., to the Cleveland Leader, says that the "Lake Superior, Drydock Company, with a capital stock of $250,000, was incorporated to-day, and the officers elected consist of John Fitzgerald, president; John Keith, secretary; George C. Finney, treasurer.

It is the intention of the company to establish and operate an extensive drydock and shipyard at either Duluth, Superior, or Ashland. The exact location will not be fully decided upon until next week, when the incorporators will visit those ports and complete their arrangements. The dry dock will be the largest of any on the lakes, and will admit the largest vessel now afloat. It will be 400 feet in length, 75 feet wide at the gate, and 16 feet deep over the mitre sills. Two of the drydocks in Detroit are over 58 feet in width, the practical limit of the extreme breadth of beam of any vessels that are likely to be built on the lakes. One of the Detroit drydocks is 360 feet length over all, 75 feet width of entrance, and 11 feet 5 inches on the miter sill, the other 308 feet length, 65 feet width and 13 feet depth. There is one drydock in Buffalo that is 60 feet wide at the entrance, 350 feet length, and 10 feet depth. The largest basins in the United States are at Brooklyn, N. Y., one being 540 feet over all, 100 feet wide at the gate, and 22 feet deep at the sill; the other being 630 feet over all, 85 feet wide and 25 feet deep. It is believed that the drydock on the lakes costing the most is that at Cleveland, as it was difficult to find bottom for a foundation.

A portable gate will divide the new dock into sections to admit of two medium size vessels, or one large and one small, the dock for both being pumped out at the same time. The plant will include all the latest approved appliances for the construction and repair of vessels, and it is the intention of the company to make the place at which it locates one of the principal shipbuilding ports on the lakes. The reasons for locating at the head of navigation are manifold. In the first place there are no facilities for docking or repairing vessels at any of the Lake Superior ports, short of the old canal lock at the Sault, and the rapid growth of the shipping interests in that region during the last few years has developed the necessity for a first-class drydock. The movement of tonnage trading to Lake Superior from lower lake ports exceeds that of Lake Michigan, the vessels being of the largest class on the lakes. Mishaps are constantly occurring, and as the nearest port of repairs is at the extreme lower end of Lake Huron, a vessel that is disabled on Lake Superior must be towed six or eight hundred miles before it can reach a drydock. This necessarily jeopardizes both vessel and cargo, and increases the cost of insurance. The projectors of the new enterprise are prominently identified with the shipping interests of the lakes, and are eminently qualified to build up a prosperous business. Captain Fitzgerald is president of the Milwaukee Shipyard Company, and has a lifelong experience in the construction of lake vessels. Captain Keith is one of the leading vessel brokers of Chicago, and owns some of the finest vessels on the lakes. Mr. Finney has, for many years, carried on an extensive ship chandlery business, beside being largely interested in vessel property.

It is good policy for the incorporators not to define the location for the dock too closely before visiting each port to learn the views of the citizens and the generosity with which the enterprise will be helped along.

Last spring during the shipcarpenters' strike John Craig, the Trenton shipbuilder, brought a number of Canadian mechanics across the boundary to work in his shipyard. The men were employed by him until they were returned to Canada by the shipcarpenters' union. The matter created considerable agitation among the mechanics at the time and was discussed in a sensational way by the newspapers. In this manner, and by complaint of American artisans the action of Mr. Craig was brought to the attention of United States District Attorney Black and eventually a suit was commenced against Craig by the United States. The action is brought by the government under an act of congrass regulating the importation of foreign labor under contract.

Judge Brown heard the argument Saturday on the defendant's demurrer to the declarations, which was argued by Levi T. Griffin, attorney for Mr. Craig, in behalf of, and District Attorney Black and Col. John Atkinson against the demurrer.

Mr. Griffin argued that an act of a man, if it be not penal, committed in a foreign country, cannot be punished by the United States, and to hold as a crime or misdemeanor the making of a contract in a foreign country by which an alien binds himself to do work in the United States—an act which without the contract could be entered into—would be a legal solecism. A large number of authorities were produced in support of this position. Under this section, it was argued, a contract referring to immigration had no relation to commerce. And as to another constitutional clause permitting the enactment of laws regulating commerce, which forbids the prohibition of the migration or importation of such persons as a state may think proper to admit, he urged that a recent opinion of United States Supreme Court Justice Miller decided it unconstitutional. District Attorney Black followed with a lengthy argument against the motion. The government, he said, alleges that the defendant on the first day of March, at Point Levis, Quebec, entered into an express contract with Joseph Morin, an alien, to emigrate to Trenton for the purpose of building ships, in defiance of the statute, whereas the defendant became liable to pay to the government $1,000, the penalty in such a case.

There are two separate and distinct classes intended to be provided for by the clause under which this action is brought. The power to prohibit the admission of all such persons includes necessarily the power to admit them on such conditions as Congress may think proper to impose. Therefore as a condition Congress has unlimited power to tax them. If this reasoning be correct the whole power over the subject belongs exclusively to Congress and connects itself insolubly with the power to regulate commerce with foreign nations. The question of the importation of alien laborers has been investigated both in and out of Congress for years. It has been recognized by all political parties as an evil of no small proportion. Congress recognized its duty and its inherent right to maintain the existence of the nation by enacting this law. Inasmuch as a resident of the eastern district went from one of the United States to the Province of Quebec and contracted with an alien to come into the United States in violation of this act and returns to the United States, his wrongful act was a continuous one beginning and ending in the United States.

This is not a case of where the United States is seeking a defendant in some other country to punish him for what he does outside the United States, nor is the government contending for the right to punish crimes committed beyond its jurisdiction. The act is entitled to the safeguard of a penal crime. While the nature is penal the whole matter rests upon the right of the government to regulate intercourse between citizens of this country and those of foreign countries. The constitution authorizes Congress to regulate the intercourse. Congress is invested with power under the constitution to pass all laws necessary and proper for carrying into effect powers enumerated and granted by the constitution and it would seem such laws are proper and should be enforced.

Col. Atkinson took up Mr. Black's argument to set aside the motion. He said the act was to prevent the importation of men to this country in a quasi-slavery condition. The law, he said, did not aim to punish for the making of the contract for importation, but the importation itself. He finally urged that the constitutional questions of Mr. Griffin supported the act and qualified the offense committed.

Judge Brown will hereafter give his decision in the case, which is a most important one, as it involves the constitutionality of an act of Congress.

THE acting chief of engineers has approved Major Benyaurd's project for the expenditure of the $75,000 appropriated in the new river and harbor bill for Chicago harbor, and has directed the resumption of active operations. Since the passage of the bill Major Benyaurd has been arranging the necessary preliminaries, and it is reported to the office of the chief of engineers that he is now ready to actively proceed with the work. The work consists in the formation of an outer harbor and the construction of a breakwater for a harbor of refuge. The southerly breakwater at the outer and was completed in 1880, leaving the dredging of the inclosed space to the depth of sixteen feet yet to be done. Along the exterior breakwater there is still 1,600 feet of pier work to be constructed. For the present year operations will be first directed to the removal and replacement of the portions of the southerly breakwater which were damaged by the storm of December 14. This is necessary for the preservation of the uninjured portions. The submerged cribs will be removed by contract, and will be rebuilt by hired labor. There is nearly enough material on hand for this purpose. After this breakwater shall have been restored the remainder of the appropriation will be applied to the work of extending the exterior breakwater. This will not be done by contract, but by days' labor. The government has expended on the Chicago harbor since 1870 less than $1,500,000. On the present construction there has been expended to date $582,113.

THE Marquette Mining Journal says: Already the exorbitant vessel rates on ore from upper lake ports to Cleveland and other points is having a marked effect in diminishing shipments. The tariff imposed by the vessel men is all but prohibitory, as it compels most of the mines to select between selling at a loss or ceasing to make any further shipments this season. A few of the more fortunately circumstanced mines might be able to stand it, possibly, but even those would find it to their interest to hold their ore rather than run it to market and pay the lake freight that is now exacted. Most of the mines will begin stocking so that if the vessel men hold their prices up the volume of shipments will be unusually light from now on to the close of navigation.

Although mining companies and shippers of grain or other merchandise are not noted for being soft handed when the exigencies of the trade permit them to bear down on the vessel owner, or to pay him a fair rate for the services of his tonnage, they now cry out when the light is on the other quarter. While all are ready to acknowledge this view, that vessels were compelled to work on a very small margin last season, it would be wisdom to hold the rate at a point that will induce full and free shipment, and the rate that now prevails can not be considered exhorbitant or that shipments will diminish while demand continues or the price of iron advances.

THE recklessness of the dailies in announcing that a vessel, with all hands, has been lost, is reprehensible. Last week it was declared in startling head lines that the schooner Charles J. Smith, eleven days out from Muskegon to Pullman, had gone to the bottom with Captain Smith and crew of four men, giving all the details of a supposed disaster. If these hasty journalists would stop to consider the grief that such a statement inflicts on the families of the mariner they would be more careful to obtain facts. The C. J. Smith put into South Haven for refuge from the gale. On the other hand, masters of vessels, who have been overtaken by a gale and compelled to seek a port for shelter, where they remain long over time, should apprise their friends of their safety by mail or otherwise, in the belief that the daily fiend will wreck their vessel and drown all hands.

William Roeber has assumed command of the schooner Maggie Thompson, owing to the illness of Captain Charles Anderson.

[*Vessel Passages Continued from 3d Page.*]

PASSED DETROIT.

DETROIT, Oct. 4.—Morning, up—Tug Balize and schooners Our Son, Harvey Bissell, Monguagon, St. Lawrence, Selkirk, propeller W. L. Frost, Torrent, barge City of Montreal, propeller Northerner, barge Ed Smith and barges. W. H. Gratwick and consort, propeller S. F. Hodge.

Afternoon—Steambarge T. S. Christie and schooner H. A. Kent, propeller Colorado, barges Rube Richards and S. V. R. Watson, Missouri and three barges, Canisteo and two barges, John B. Lyon and consort, tug Wilcox and schooners A. B. Norris, G. H. Johnson and barge Mary Stockton, propeller Spokane.

Morning, down—Propeller W. J. Averill, barge Leland, Iron Duke and consort, and schooner Penokee, propeller Waverly, tug Oswego, schooner Adventure.

Afternoon—Tug James Reid, schooners W. I. Preston, Belle Mitchell, Watertown, propellers Arctic, Badger State, Empire State.

DETROIT, Oct. 5.—Passed up, morning—Tug A. A. Andrews, schooner Kate Kelley, barge S. J. Macy and consort, City of Rome and consort, tug Sweepstakes, schooners F. L. Danforth, F. N. Gifford, barge Gordon Campbell, schooners Allegheny, Annie Sherwood, A. Folson and consorts, tug Kate Williams, schooners Comanche, G. G. Houghton, Blazing Star, Manzanilla.

Afternoon—Propellers Kalkaska, Wallula, schooners Homer, Sparta, and consorts, schooner Hanna, S. C. Hall and three barges, tug Crusader, schooners J. I. Case, George, Pensaukee, James Mowatt, Naiad, steambarge Henry Chisholm and consorts, tug Kitty Haight, schooner L. L. Lamb, barge Fred Kelly and consort.

Morning, down—Tug Ella Smith and three barges, steambarge C. N. Pratt and consorts, Benton and four barges, propellers Chicago, J. H. Devereux, schooner H. J. Webb, R. P. Ranney, schooners S. J. Tilden, Negaunee, tug Kitty Haight, schooner Reid Case, propeller Oneida, barge Keystone and consort, tug John Owen, schooners Michigan, Nicholson, Castle, schooner J. B. Merrill, Detroit, steambarge J. E. Potts and one barge, G. T. Hope and consort, R. J. Hackett, consort, and schooner Delaware, Michigan and barges

Afternoon—Steambarge R. Wallace and consort, Chauncey Hurlbut, consort, schooner C. G. King, tug Wales and consort, propeller Nebraska.

DETROIT, Oct. 6.—Passed up, forenoon—Tug Moore and schooners S. W. Sage, David Stewart, D. G. Fort, I. N. Foster, City of Green Bay, M. L. Higgie, Oswego and schooners Swallow, Three Brothers, propeller Delaware, tug McArthur, propeller Pacific, steambarge Glasgow and three barges, tug Colton and schooner Saveland, steambarge Iron Age, Minneapolis and consort, R. A. Packer.

Afternoon—Tug Ossifrage and two barges, steambarge Porter Chamberlain and three barges, tug A. J. Smith and four barges, steambarge D. M. Wilson and consort, J. E. Mills, tug International and four barges, schooner Hoboken, propeller Nipigon and schooner Pride of America, tug Swain and schooners Marengo, J. D. Sawyer, A. Boody, Consuello, Eliza Geriach.

Morning, down—Barge Mary Pringle, propellers Alma Munro, Boston.

Afternoon—Tug Charlton and schooners H. M. Scove and Fellowcraft, schooner F. C. Leighton, tug Samson and schooners E. C. Hutchinson, S. L. Watson, steambarges City of Mt. Clemens, M. M. Drake, tug Mocking Bird and schooners R. B. Hayes, Moonlight, Joseph Paige, Mary Lyons, tug James Reid and schooner Golden Fleece, steambarge J.S. Ruby, tug A. Sumner and barge Michigan.

THROUGH THE SAULT.

SAULT STE MARIE, Oct. 4.—Morning, down Tug Niagara, schooners Montmorenci, Montcalm, Montgomery, Montblanc, Republic, tug E. M. Peck, schooner J. F. Card, steambarge Cumberland, schooners Erastus Corning, W. S. Crosthwaite.

Afternoon—Tug Jordan Beebe, Jr., steambarges M. M. Drake, Kasota, schooner G.W. Adams, steambarge A. Everett, schooner Sophia Minch, propeller Armenia.

Afternoon, up—Propeller Winslow, steambarge Continental, schooner Magnetic, propellers Onoko, James Fisk, Jr., Russia, Jay Gould, tug Music, schooners Commodore, Nelson, Favorite.

SAULT STE MARIE, Oct. 5.—Afternoon, down Steambarge Tacoma, tug Midland, schooner Havana, steambarge H. D. Coffinberry and schooner H. R. Newcomb, steambarge Annie Smith and schooner J. C. King.

Afternoon, up—Propellers Japan and Wisconsin, J. L. Hurd, propeller Ontario, steambarges Australasia, H. D. Alverson, Niagara, propeller Arizona, steambarge C. Tower, Jr., and schooners San Diego, Thomas P. Sheldon.

SAULT STE MARIE, Oct. 6.—Morning, down—Propeller Nyack, steambarge Colonial, schooner Specular, and steambarge V. H. Ketcham.

Afternoon—Propeller Alberta, and steambarge Smith Moore, propeller St. Louis and schooner Undine, Gulnair, steambarge E. B. Hale, schooner Thomas Quayle.

Afternoon, up—Propeller Spokane, steambarges Northerner, Jessie H. Farwell, and schooners J. H. Rutter, Jeremiah Godfrey, steambarge W. R. Stafford, schooner Mears.

THROUGH THE STRAITS.

MACKINAW CITY, Oct. 4.—Morning, down Schooners L. M. Mason, Charles Marshall.

Afternoon—A. E. Vickery, Sunrise, propeller Boston.

Morning, up—Schooners Monticello, Narragansett, P. B. Lock, Imperial, and Rising Star, L. S. Hammond, Henry C. Richards, Typo, F. B. Gardner.

Afternoon—Propellers Vanderbilt, Newburg, Russia with two barges.

MACKINAW CITY, Oct. 5.—Morning, down—Schooners Ada Medora, Oak Leaf, tug Gladiator with schooners Sherman, Mills, Wilcox,

propeller Clyde, Wissahickon, schooners Schuylkill, Red White and Blue, M. Stalker.

Afternoon—Propeller Lincoln and consort, Queen of the West, and schooner Zach Chandler, propeller Starucca.

Morning, up—Propeller Monteagle with schooners Mystic Star and White Star, propeller Arabia, Walter L. Frost, John N. Glidden, schooners Fred A. Morse, G. H. Warmington.

MACKINAW CITY, Oct. 6 —Morning, down —Schooner Monterey, Ganges, Itasca and Constitution, Cheney Ames, D. S. Austin, J. S. Richards, propeller Champlain, schooners John Wesley, Abbie L. Andrews, propeller H. J. Jewett, schooners St. Louis, and Owasco, Halsted.

Afternoon—Propellers Syracuse and New Orleans, schooner E. R. Williams.

Morning, up—Schooner John R. Noyes, propeller J. S. Faxton, John B. Lyon with schooner John M. Hutchinson.

Afternoon—Propeller T. S. Christie with schooner H. A. Kent, propellers City of Concord, Portage, tug Justice Field with five barges.

PASSED PORT COLBORNE.

PORT COLBORNE, Oct. 4.—Passed up—Schooner City of Sheboygan, Oswego to Chicago; propeller Pacific, Ogdensburg to Chicago.

Down—Schooner J. H. Breck, Toledo to Kingston; American, Chicago to Oswego; steambarge D. D. Calvin and barges, Autrain, Mich., to Kingston; Glengarry and consort, Duluth to Kingston; propeller John Pridgeon, Jr., Chicago to Ogdensburg.

PORT COLBORNE, Oct. 5.—Passed up—Schooner Jennie Matthews, Charlotte to Chicago; Laura, Kingston to Toledo; Ellen Spry, Oswego to Chicago; steambarge Nipigon and barges, Charlotte to Superior City: Isaac May, Trenton to Chicago.

Down—Schooner Grantham, Duluth to Kingston; propeller Celtic, Duluth to Kingston.

PORT COLBORNE, Oct. 6.—Passed up—Schooner A. J. McBrier, Oswego to Sandusky; Nassau, Sodus Point to Chicago; E. H. Ruthertord, Wellers Bay to Cleveland; steambarge Bruno, Port Dalhousie to Toledo; propeller Dominion, St. Catherines to Ashtabula; St. Magnus, Montreal to Port Arthur.

Down—Steamship W. J. Averill, Chicago to Ogdensburg; propeller California, Toledo to Montreal; Oneida, Chicago to Ogdensburg.

[*Around the Lakes Continued from 1st Page.*]

EAST SAGINAW.

Special to the Marine Record.

The steamer L. G. Mason, on her up trip Friday afternoon, took fire on the upper deck, but it was extinguished by the boat's crew without any great damage.

Mr. Henry Wright, superintendent of the Tittabawassee Boom Company, had a very narrow escape from drowning on Wednesday morning last. The timely assistance of Thomas McClellan is what saved him.

The tug Willie Brown has been at Bartlett & Company's slings for two or three days, making boiler repairs.

The steamer Pickwick is now making daily trips between this port and St. Charles, a venture which promises to make her owners penniless.

The propeller Rudolph and tow, all stone laden, are in the river.

Engineer Frank Cathcart, formerly of the propeller Rudolph, has accepted a position with A. F. Bartlett & Company.

Willie E. Ramsey, one of our Saginaw boys, who is secretary of the Calcassien Lumber Company, of Lake Charles, La., reports the firm as loading a vessel for Aspinwall, and another for Genoa, Italy.

The steamer Hattie Brown has returned to this port where she will run for the balance of the season in the fish business.

The steamer St. Marie was down from the Sault on Monday and took on a large quantity of camp supplies at the Wells store mercantile company's warehouse, for Lake Superior parties.

Messrs. English & Maher are preparing to make extensive repairs and improvements on the steamer W. R. Burt, to better fit her for the excursion business. The cabin deck will be extended several feet forward and part of the cabin removed to make more deck room. A new stairway will be put in aft, and the boat refurnished throughout. They have contracted with A. F. Bartlett & Company for one of their substantial and smart 16x16 engines, to replace the 14x14, now in use, which promises great speed for next season in this swift craft.

The tug Little Giant had a new shaft coupling and wheel put on to her at Bartlett & Company's slings on Thursday.

Mrs. Frank Keeler, of this city, through whose efforts the work and aim of the Mt. Vernon association was brought to the notice of the ladies of Michigan, is now engaged in another good work, that of distributing literature, of a purely literary character, among the life saving stations along the coast of Michigan. SHAW.

SAND BEACH.

Steambarge Lowell and six, Eighth Ohio and one, Bessemer and one, Mary Pringle, Mt. Clemens, Kalkaska, H. C. Schnoor, and schooner F. B. Gardner, put into this harbor for refuge during the storm on Saturday.

CLAYTON.

Special to the Marine Record.

The steamer John Thorne took an excursion to Cape Vincent, and on her return came near being run down by a large Canadian steambarge near the foot of Wolfe Island. The pilot blew one whistle for his own side three times, the barge never answering him. The Thorne was near the Wolfe island side and the barge, running up the shore, was on the inside, so the pilot of the Thorne blew two whistles, when the barge steered directly for them and came near striking the Thorne just abaft of the wheel. The Thorne shifted her wheel just in time to save the boat and passengers. The barge then blew her two whistles, and the passengers say they could almost touch the other boat. If the barge had struck the Thorne nearly all would have been drowned. The captain of the steambarge should be reported, if found out, and fined. As the night was dark the name of the barge could not be learned. Every steamer should be careful to answer signals.

The scow Glad Tidings got dismasted below Brockville on Friday last, and was towed to Clayton for a new spar.

The steamer St. Lawrence run to Kingston fair on Wednesday and Thursday, and had big loads.

Captain John Robbins, of Fisher's Landing, will either rebuild the steamer Flora or build a new hull this winter.

The weather was rather boisterous on Friday and Saturday; wind W.N.W., and blowing fresh. The schooner Emma had to run back and let go in the bay.

The steamers St. Lawrence and John Thorne have gone into winter quarters. The latter will have a good deal of work done upon her this winter.

The steamer Anna Laura will have her cabin taken off and a new one put on, coming flush with the rail, thus affording more cabin room.

The Richelieu steamers made their last trip on Sunday. The Deseronto will run to Gananoque till the snow flies. B.

KINGSTON.

The steamer Ida was laid up at the drydock in Montreal for two days. She had her side smashed in by running against a pier during a dense fog. The boat's shaft was also badly bent.

The tug C. Ferris, Friday night, went to Oswego with three light barges belonging to the K. & M. F. company to load coal for Swift. The London, one of the barges struck the pier at that city, and breaking loose, went ashore a short distance down the river. She is not insured, and it is thought she will go to pieces.

The Canadian deputy minister of marine has directed special attention of owners and masters of passenger steamers to the act which provides that no coal oil lamp shall be used below decks on passenger steamers in which hay or other inflammable substances are stored, under a penalty of $100.

CHEBOYGAN.

The schooner C. G. Mixer sprung aleak on Lake Huron Thursday night and waterlogged. The tug Leviathan, of Cheboygan, went to her assistance, put a steam pump aboard, and will tow her to Chicago. She was loaded with lumber, which was saved.

The steambarge Burlington struck bottom near the Manitous and her shoe and rudder were badly damaged. It will take several days to make repairs.

The barge Iesman split her sails and lost her entire tow line of a hundred fathoms near Manitous in Thursday night's snow storm, while towing with the barge Burlington. The latter struck bottom and the line was cast off.

FAIRPORT.

The schooner Reindeer, while lying beside the government pier light, pounded so hard in the gale of Thursday night that she sprung aleak and sank. She lies in the river a little south of the life saving station, close alongside of the east pier, with about, four feet of water over her decks. Vessels entering the harbor can pass by her without difficulty. She probably is not seriously damaged.

Later advices say that Captain Benham, in charge of the tug Brady, succeeded in raising the sunken schooner Reindeer Tuesday. She will be towed to Cleveland for dockage.

ALPENA.

Wind blowing a gale from the northwest; weather cold and rainy. The tug Sweepstakes and tow of five schooners broke up off Thunder Bay.

The schooner Champion was released about 10 o'clock Sunday night by the tug Ralph and Effie L., and brought to this port, not leaking.

DETROIT.

Owners of river front have for some years been extending their dock lines into the river and Mayor Chamberlain will ask General O. M. Poe, U. S. engineer, to define the line.

The propeller D. W. Powers received repairs to her machinery at the Detroit. drydock.

Captain Grummond will this week send the tug Winslow to Cheboygan, to remain there until the close of the navigation season for wrecking purposes. Captain Kirtland will have charge of another wrecking outfit at Mackinac City for Captain Grummond.

The steamer City of Rome, towing the schooner Red Wing, both grain laden, made the trip from Chicago to Buffalo in four days and three hours. In passing over the Lime Kilns the Rome touched. She was docked at Buffalo for repairs.

On Saturday morning, when the schooner Polly M. Rogers was on Saginaw Bay, Boyd Putnam, the second mate, fell overboard while he was shaking a reef out of the foresail. The schooner hove to and a boat was lowered, but no trace of the unfortunate man could be found, although the search was continued for an hour. Putman was a single man and hails from Cape Vincent, N. Y.

There was a collision in St. Clair river, two miles below Port Huron, Saturday morning, between the Canadian schooner Niagara, sailing up, and the schooner Frank D. Barker, the third schooner of the tug Sweepstakes' tow, bound down. The tow was in the middle of the river, and by some mismanagement on the part of the schooner Niagara, she sailed under the bows of the Barker, so that the Barker's jibboom went through the Niagara's mainsail, carrying mainboom and mainsail and the running gear of the Niagara off her bows, and also damaging the Barker's head gear so that she was dropped out of the tow and went in Detroit drydock for repairs.

Samuel F. Hodge & Company have closed contracts for the following work: A fore and aft compound engine for Wolf & Davidson, Milwaukee, size of cylinders 30 and 54 by 45 inch stroke; a fore and aft compound engine for the St. Clair Steamship Company, St. Clair, Mich., size of cylinders 31 and 54 by 45 inch stroke; a fore and aft compound engine for John Craig & Son, of Trenton, Mich., size of cylinders 27 and 46 by 40 inch stroke; a triple expansion engine for Captain James Davidson, of West Bay City, Mich., size of cylinders 21 and 32 and 54 by 42 inch stroke. They will also, during the winter, steeple compound the engines of the propellers Argonaut, Inter Ocean, and S. C. Hall, and tugs Crusader and Sweepstakes. They are at present making a new beam for the steamer Darius Cole, and have recently completed repairs on the propellers Selah Chamberlain and City of Montreal.

The Grummond line of tugs have had the best luck in getting large tows of vessels this season of any line on the rivers.

DULUTH.

The Lake Superior News says: The wheat receipts at Duluth during the past month have been tremendous, fully twice as much as during any previous month since Duluth became known as a wheat market. These receipts have been on a scale that would have taxed any port in America and would have resulted in disastrous blockades in many a greater railroad center than Duluth. Owing, however, to the rapid dispatch for which this city is famous, there has been no blockade and no delay of care, though often the cars received in two days have covered ten miles of track. The total receipts of grain reach 10,116 cars, or 5,553,800 bushels, an average of 337 cars per day or 185,50 bushels. The shipments during the month have been on seventy-eight steamers and schooners, and have amounted to the magnificent total of 3,056, 818 bushels. This, like the receipts, is the largest amount of any single month. The average cargo carried was 39,320 bushels, though the largest, that of the Onoko, was 90,000 bushels. Average of cargos to Buffalo has been 45,000 bushels, a very respectable load when one considers that ninety freight cars would be required to carry a like amount.

The business of Duluth custom house increased very largely during last month, the shipments of wheat direct to foreign ports being very large. Exports have been $534,729 and imports $13,350, more than for any month in eight or ten years. The total value of exports for the past five months has been $1,861,538 most of which has been wheat and flour billed direct for Liverpool.

MARQUETTE.

The schooner Sophia Minch went ashore on Sand Spitt, in the west passage back of Grand Island. Captain H. J. Timter arrived here by rail for a tug. The Minch left Ashland Monday with the A. Everett. The steamer was disabled that afternoon and was towed back to Washburn, the schooner coming on down. She hove to off Keweenaw point in a gale from the southwest. The wind changed to the north, and she had to start for Marquette, but missed port in the heavy wind and blinding snowstorm, sighting Grand Island Thursday forenoon. seas were breaking over her. The tug Adams and lighter released her. Only one load was placed on the lighter when she floated. Her bottom is uninjured No leaks. Two hours after she floated, and while reloading the ore from the lighter, the Everett came in, looking for her. The Everett had been as far as Waiskai Bay, and returned to hunt her up.

FRANKFORT.

Special to the Marine Record.

The schooner Gertie Wing, of Manitowoc, Captain Wm. Burmeister, was driven ashore during a gale last week and totally wrecked, about two miles north of Port Washington, Wis. She had on a cargo of fruit and provisions. Loss, $1.500; no insurance. Captain Burmeister lost the schooner Byron near the same place May 7, 1867, by collision with the schooner E. Kanter.

BURMEISTER.

PORT COLBORNE.

The steambarge D. D. Calvin, timber laden, bound from Autrain, Mich., to Garden Island, arrived down last night about 11 o'clock. She started to pass some vessels to get near the lock so as to get an early start. When near the swing bridge the engineer mistook the back up whistle and went ahead. The steamer crashed into the bridge, knocked it off the pivot and damaging it badly. The steamer is not damaged. The wrecked bridge lying across both entrances to the canal, blocked navigation, but was pulled out of the channel and the delayed boats passed on down.

ST. LOUIS, MO.

Special to the Marine Record.

The steamer La Mascotte, plying between this city and Girardeau, Mo., on the Mississippi river, exploded her boilers about noon Tuesday at Neely's Landing, a few miles below Grand Tower, Ill. There being telegraph or telephone communication with Neely's Landing, nothing was known here of the disaster until 7 o'clock Tuesday evening, when the tow boat Eagle arrived at Cape Girardeau with a large number of dead and wounded passengers from the La Mascotte. The boat was owned in Evansville, Ind., and was valued at $50,000. The names of the dead and wounded are not yet obtainable. After the explosion the La Mascotte burned to the water's edge. The captain of the Eagle says he rescued thirty-five persons, and believes others were saved by people on shore. The passenger list was burned, so it is not known who were on board. Out of the crew of twenty-four, fourteen are saved, and the total loss of life is placed at between eighteen and twenty-two. P.

THE United States commissioner of navigation is now receiving reports upon the ship building interests of the country, the facts in which are to be used in his annual report. He says that these reports do not show that the ship building interest in the United States has begun to revive or manifest the influence of better times in any quarter except on the great lakes. On the coast there is little indication of improvement, but on the lakes there is increased activity, a fact which he attributes to the increasing prosperity of the country.

PROPOSALS FOR RUBBLE STONE.

U. S. ENGINEER OFFICE,
CLEVELAND, O., Sept. 25, 1886.

SEALED PROPOSALS, in duplicate, addressed to the undersigned, will be received at this office until 11 o'clock a. m., Monday, October 18, 1886, for delivering and placing 3,600 cords, more or less, of Rubble stone in foundation for the breakwater at Cleveland Harbor, O.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

L. COOPER OVERMAN,
Major of Engineers.

PUBLIC NOTICE—STURGEON BAY AND LAKE MICHIGAN SHIP CANAL.

U. S. ENGINEER OFFICE,
MILWAUKEE, WIS. September 25, 1886.

The following provision is contained in the River and Harbor Act, approved August 5, 1886:

"The Secretary of War is authorized and directed "to appoint a board of three engineers of the United "States Army whose duty it shall be to examine, in "all their relations to commerce, the Sturgeon Bay and "Lake Michigan Ship Canal connecting the waters of "Green Bay with Lake Michigan, in the state of Wisconsin, with a view to making the same a free passage way and harbor of refuge; to consider their "value, and all other matters connected with their "usefulness to navigation, and which shall give information as to the expediency of the work and the desirability of their acquisition and improvement."

The Board of Engineers constituted in obedience to the foregoing law will assemble publicly at 366 Milwaukee street, Milwaukee, Wisconsin, Thursday, October 21, 1886, at 10 a. m. for the purpose of ascertaining through public discussions the opinion of the public in regard to the canal.

Written statements, which are specially invited should be sent to the undersigned not later than October 18, 1886, so that a full and exhaustive interchange of opinions may be had at the time of the meeting.

W. L. MARSHALL,
Captain of Engineers.

MARITIME LAW.

ALIBI—COLLISION—QUESTION OF IDENTITY OF COLLIDING VESSEL.

Hatch et al. vs. steamer Newport.

U. S. Circuit Court, Southern District of New York.

On the evening of the 23d of February, 1884, the steamship Newport, bound from New York to Havana, when about opposite to Deal Beach, N. J., collided with a three masted schooner. About the same time, libelants' three masted schooner, the John K. Shaw, was sunk in the same neighborhood and all on board perished; the appearance of the wreck, which was afterwards, found, indicated collision as the cause of the loss. Libelants alleging that the schooner struck by the Newport was the John K. Shaw, and that she had been sunk by the fault of the steamship, brought this suit to recover as damages some $21,000. The answer averred that the schooner struck by the Newport was not the John K. Shaw, and that the steamer's collision was a slight one. Held, on the evidence, that libelants' case had not been sufficiently established to warrant a decree against the Newport, and the libel should be dismissed.

Brown, J.

In February 1884 the libelants' three masted schooner, John K. Shaw, while on a voyage from Newport News to New Haven, and when some four or five miles off the Jersey coast, and about opposite Deal Beach, was sunk and all on board perished. She left Newport News between 12 and 1 o'clock p. m. of Thursday the 21st. In the afternoon of the 24th the spars of a wreck were seen projecting above water off Deal Beach. The pilot of the tug boat Maggie Moran, upon going near, found the after part of the deck afloat, and took off a bell having the name "John K. Shaw" upon it. Other parts of the wreck, which came ashore, or were brought ashore afterwards, were identified as belonging to the John K. Shaw.

There is no certain proof how the schooner was lost. She was deeply loaded and had 19 tons of iron on deck. The wind on the night of the 23d was high from the N. W. blowing about 50 miles per hour with a considerable, lumpy sea; and the weather during the afternoon previous was snowy. But the schooner is proved to have been staunch and sound, and her captain, an experienced and capable officer, well acquainted with the coast; and the appearance of the wreck from the breaking of the planks on the side of the deck indicated collision as the cause of the loss.

The steamer Newport, bound from New York to Havana, when about opposite Deal Beach and at about 7 p. m. on the evening of the 23d, had a collision with a three masted schooner. The libel charged that this collision was the John K. Shaw, and that she was sunk by the steamer's fault, and claims $21,062 damages. The answer avers that the schooner with which the steamer collided was not the John K. Shaw, but some other schooner unknown to the claimants; that the steamer's collision was a slight one, her starboard bow grazing the schooner's starboard quarter, without injury to either vessel.

Assuming that the John K. Shaw was sunk by a collision, the principal question in the case is whether the identity of these collisions has been satisfactorily established; in other words, whether during the 24 hours preceeding the afternoon of the 24th, when the wreck of the Shaw was first discovered, there were two collisions in that vicinity, or but one.

As there is no direct proof identifying the John K. Shaw as the schooner with which the steamer collided, the evidence on the libelants' part is necessarily circumstantial only. The chief circumstances relied on to show that the schooners were one and the same are the following; (1) both were three masted schooners bound up the coast; (2) the John K. Shaw from the time she left Newport News, might easily have been off Deal Beach at the time of the Newport's collision, since only an average speed of 4½ miles would have been requisite to bring her there at 7 p. m. of the 23d; (3) the site of the wreck when discovered in the afternoon of the 24th was not far, certainly not over two or three miles, from the admitted place of the Newports collision; and the latter plaee is but approximately fixed by estimates only; (4) one witness, the mess boy of the Newport, testifies that he saw the schooner list and sink a few minutes after the collision and when from a quarter to a half mile distant; and two others of her seamen who watched the schooner from the steamer's port side, though they do not swear to seeing the schooner sink, or capsize, think she must have sunk, because she vanished or disappeared suddenly, when a half mile, or thereabouts, distant; (5) there was no other known wreck of a schooner at that time and place; (6) if the two schooners were not the same, then there were two collisions at about the same time and place and hence two other colliding vessels to be accounted for; but there is no evidence of any other collision, no other was reported, and that no other vessel collided with the Newport is proved. The Newport has not shown what other vessel, if other it was, that collided with her.

These circumstances present a pretty strong *prima facie* presumption and probability that it was the John K. Shaw with which the Newport collided. But the most important circumstance of all, if true, is that the schooner that collided with the Newport sank shortly afterwards. If that could be deemed proved, it would have great weight as regards the credit to be given to the opposing testimony. For if another three masted schooner had been sunk and lost there on the 23d, that fact would in all probability have become known and reported; although this even would not be certain, since it might be a schooner returning from a long voyage, and her wreck might have wholly disappeared. But one of the weakest parts of the libelants' testimony is the alleged sinking of the schooner with which the Newport collided.

If, on the other hand that schooner did not sink at the time, or is not known to have sunk; and still more, if the direction and the kind of the colliding blow were not such as were likely to cause a schooner to sink; and if the schooner after passing the steamer showed no signs of sinking and gave no signal for assistance, though means of doing so were at hand, then the other circumstances relied on by the libelants' are obviously wholly inconclusive.

Careful consideration of the particulars as regards each of the circumstances relied on by the libelants, satisfies me not only that they are insufficient to establish their case by a preponderance of proof, but that notwithstanding my first impressions to the contrary, the probabilities upon the facts and circumstances proved by the claimants, are, that, however the John K. Shaw may have sunk, it was not through the Newport, but that the schooner colliding with the latter was another vessel. I shall state some of the chief reasons only for this conclusion, without going into all the details of the testimony.

1. There is no satisfactory proof that the schooner that collided with the Newport, was substantially injured. The weight of direct proof and the probabilities of the case are to the contrary. The mess boy is not supported by Murphy, who stood by him watching the schooner; the latter says she sailed away into the darkness as usual, apparently uninjured. The testimony of the other two seamen for the libelants' that they thought she sank is based upon her disappearing suddenly, some five or ten minutes after the collision, and a half mile or so distant, whereas they thought she should have been longer, but their credibility and good judgment are certainly not sustained by their testimony that a schooner on that night could be seen, as the one says, seven miles the other, twenty miles off. For other witnesses who were watching the schooner from a better post of observation say that she gradually disappeared, sailing away, as usual, into the darkness without apparent injury. The night was dark, being still clouded and thick to the south and east, from the previous snow; but clearing to the westward.

2. Most of the witnesses say that the schooner before the collision was sailing close hauled and therefore heading about N. by E.; that her sails at the collision were shaking from an apparent luff to avoid the Newport and all say that after raking past the steamer she sailed away, or filled away upon her previous course until she disappeared from sight. This would not be natural or probable if she had been so seriously injured as to sink within ten or fifteen minutes after the collision.

3 The schooner gave no call for help, nor signal of any kind, indicating disaster or need of assistance. As she passed the steamer, several of the witnesses heard something said from the quarter deck; two witnesses say it was in substance "where in h—l are you going;" an exclamation certainly not indicative of serious injury or impending disaster. After she had passed, a light like that of a lantern was seen on board; but it was not swung, nor was any other signal for help displayed. It is scarcely credible that the vessel should have filled away on her course and exhibited no signal for help, if so damaged as to sink shortly after.

4. The libel alleges the colliding blow was given on the schooner's starboard bow forward of the foremast, the lookout of the steamer testifies; and if this had been true, doubtless the schooner would have been cut in two, or capsized. But all the other witnesses of the collision disprove the lookout's account in this respect. The blow was clearly a glancing blow, upon the schooner's starboard quarter, given when the schooner, having luffed somewhat, was heading either N., or a little W. of N.; while the steamer was heading about S. one-half W., and the schooners quarter raked along the steamer's side, as shown by the mark on the latter, for some 50 or 60 feet, beginning about 25 feet from the steamer's stem. Such a blow was not one that would necessarily do much damage to either vessel; it did none to the steamer; and the subsequent conduct of the schooner would indicate that none was done to her. If so, that furnishes all the explanation called for to account for the absence of proof of the name of the schooner collided with. The collision in this view, was not one that required reporting, and accordingly was not reported; and hence the schooner was unknown. The steamer for the same reason made no official report of her collision, as she would have done, had it been accompanied by damage.

5. There is no certain proof that the Shaw was sunk by collision. The breaking of the sides of her deck might have occurred in foundering, and from the great weight of iron on deck. So far as the appearances indicate a collision, however they would indicate a different kind of collision from that with the Newport; viz: a collision on the port side instead of one on the starboard side; and in the water, cutting her in two instead of a glancing blow along the starboard quarter. The wreck of the Shaw showed the taffrail mainly in place; and the rail and stanchions for a considerable distance still standing on the starboard quarter could only have caused her to sink from crushing in that part of her, and it is hardly conceivable that a blow sufficient to crush in her quarter could have left her rail and stanchions standing; while the Shaw's wreck indicated a blow, if any, upon the opposite side.

6. A moment or two before the collision the steamer's wheel was hard a starboard, and her engines stoppedfor five minutes. Her previous speed aided by the wind was about 15 knots. Under her starboard wheel she swung to port till she headed due north, when she went ahead under one bell at half speed," being about 9 knots. In swinging round to due north she would have gone due east from the meridian of the collision at least a third of a mile. She continued going north about ten or fifteen minutes, without seeing any signs of the schooner, and then swung around again to the southward and continued on her course. As the schooner was probably going at the rate of 6 to 7 knots, if she continued on her course without injury she would not have been overtaken by the steamer on this return of about 2 miles to the northward, after the five minutes stop of her engines. But if the schooner had been seriously damaged, she would not have been likely to continue under full sail to the northward; and would probably have been seen, or at least some boats, or signals for help, would probably have come into view, since there was clearly ample time while the schooner was in sight and before the steamer had got headed to the northward to have launched her small boats.

7. The weight of testimony leaves no doubt that on board the Newport there was not at the time any belief, or thought, that the schooner had been sunk or materially injured; and such is the entry in her log. All the circumstances point to this belief on their part; and the testimony of one or two of the discharged seamen to the contrary is not sustained; and every probability is otherwise.

8. It is not wholly insignificant that out of the seven witnesses that looked down upon the deck of the schooner as she passed the steamer, illuminated to some extent by the steamer's lights, not one noticed any deck cargo; while the Shaw's large deck load of iron must have been easily distinguishable.

The evidence all points to the place of the Newport's collision as some two or three miles from the place where the wreck of the Shaw was found the next afternoon. This conclusion depends to some extent on estimates, but by no means wholly so. The place of the wreck is fixed by its bearing from the stations No, 5 and 6, as less than five miles off Deal Beach. The officer at station No. 5 testified at the trial that it bore from his station S.E.; he afterward made affidavit that he should have said E.S.E.; as if it bore E.by N.from station No. 6, the former would make the wreck less than three miles from shore; the latter four and a half miles.

All the witnesses from the Newport, however, as well as three for the libellant, estimate the place of the collision as from seven to eight miles off shore. The master went out farther than usual to avoid the many coasters that had gathered near shore during the thick and snowy weather previous. It is scarcely probable that all on board should have misjudged the distance from shore in the same way, by making it one-third greater than it was.

The distance and course run by the steamer after passing Sandy Hook and Scotland Lightship, and the bearing of the Highland lights, after the Newport had got headed north, confirm the estimates given by the witnesses of their distance from shore as nearly seven miles. Upon heading north, the Highland lights, as the pilot testifies, bore "about N.N.W.," the two lights being in range, and showing as one; the master says that the Scotland Lightship at the same time bore N. by W. westerly. By passing from half a mile to a mile to the eastward of the latter at 5:50 and running 40 minutes S. by E., and then ten minutes S. 1-2 W., as the master testifies she did run, the steamer would have reached at 6:40 p. m., when the engine was stopped, about 12½ miles from the Scotland Lightship, and would be bearing, when headed to the northward, within half a point of S.S.E. from the Highland lights which the pilot says bore "about N.N.W.," and this would also bring the Scotland Lightship N. by W. westerly, as the master testifies. This would make the steamer about seven miles from shore. The mate's statement that the Highland lights bore N.N.W. from the steamer after she got headed south again, I consider a mistake, as it is not reconcilable with anything else in the case, nor with the libellant's theory.

The witnesses upon whom the libellants rely for proof that the schooner struck by the Newport was seen to sink, not only testify under somewhat suspicious influences, but the force of their testimony is greatly weakened by the manifest mistakes and improbabilities that attend it. One of the witnesses, Anderson, who says the schooner disappeared suddenly when about a half mile distant, also says, "it was a clear night at the time;" that the steamer was "under full speed; that it was moonlight, and that without moonlight the schooner could not be seen a half a mile off, but thinks it could be seen a quarter of a mile. Now, the proof is certain that the steamer was not then under full speed, but that her engines were either stopped or going slow; that it was not then a clear night; and as the moon fulled on the evening of February 11, there was no moon above the horizon at 7 p. m. of the 23d. From this it is manifest that not only can no value be attached to the witness's inference that the schooner sank when a half mile off because she suddenly disappeared, but the false circumstances stated discredit him altogether. There are other circumstances that compel me to withhold confidence from the statements of the other witnesses who testify they saw the schooner sink.

All these circumstances, as it seems to me, are fully sufficient to explain and outweigh the apparent probabilities against the Newport at first presented. Her narrative is not attended, so far as I can perceive, by any serious inconsistencies, or by any difficulties or improbabilities. I can not regard the case of the libellants, therefore, as sufficiently established to warrant a decree against the Newport, and the libel must be dismissed; but, considering the mistortune of the libellants, and their apparent probable case, the dismissal may be without costs.

September 17, 1886.

Some experimental tests of the Cunningham life line rocket, intended to be used by the life saving service in carrying a line from the shore to shipwrecked vessels, have been made at Washington. Several rockets were fired over the arsenal grounds range, a distance of 1,050 yards. Superintendent Kimball, of the life saving service, was very much interested in the exhibition, and thinks this rocket, if accuracy of aim and delivery can be attained in all sorts of wind and weather, may be used with great advantage where wrecks are more than five or six hundred yards from shore. The maximum distance, it is said, that the Lysle gun, now used by the life saving service, can be depended on to carry a line to vessels in distress, is about 750 yards. The tests of the Cunningham rocket were merely preliminary to thorough tests which will be made this fall on the Sandy Hook ordnance proving grounds to demonstrate its effectiveness and accuracy in delivering lines at distances between 600 and 1,000 yards.

A report comes from Lake Superior that during a heavy gale last week the captain of the steambarge City of Owen Sound while lying beside Pie Island for shelter, saw a vessel go down with all hands. He could not make out what kind of a craft it was and supposed it came from Verde Island.

The steamer George H. Hazelton, owned by Nelson E. Skinner of Oswego plying during the summer between Oswego and Alexandria Bay, has been sold to Messrs. Manning & Gallagher of Rochester. The boat will run as a passenger steamer on the Genessee river. The price paid was $2,100.

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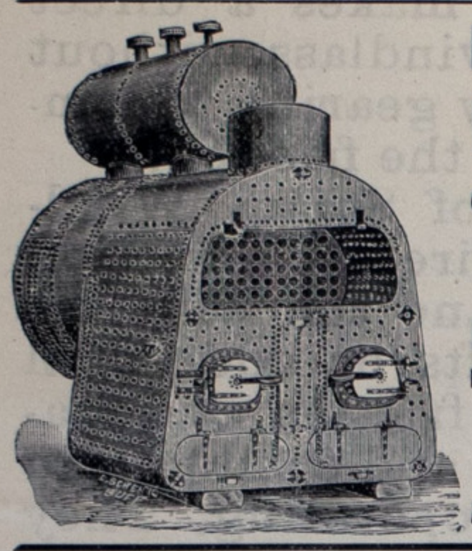

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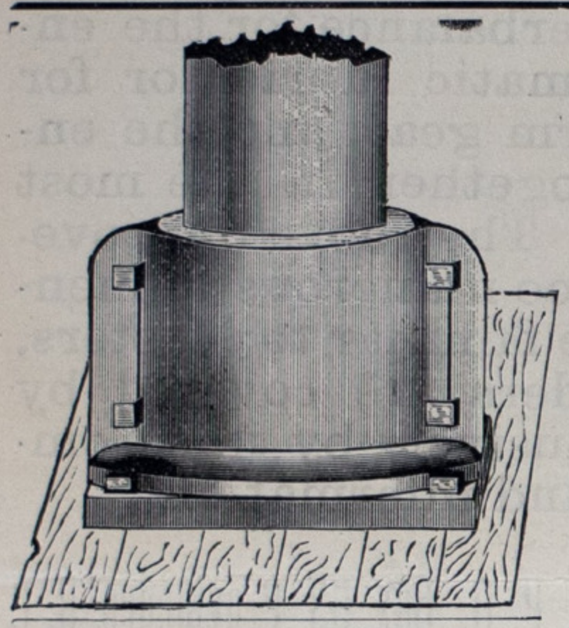

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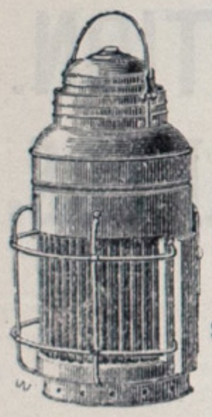

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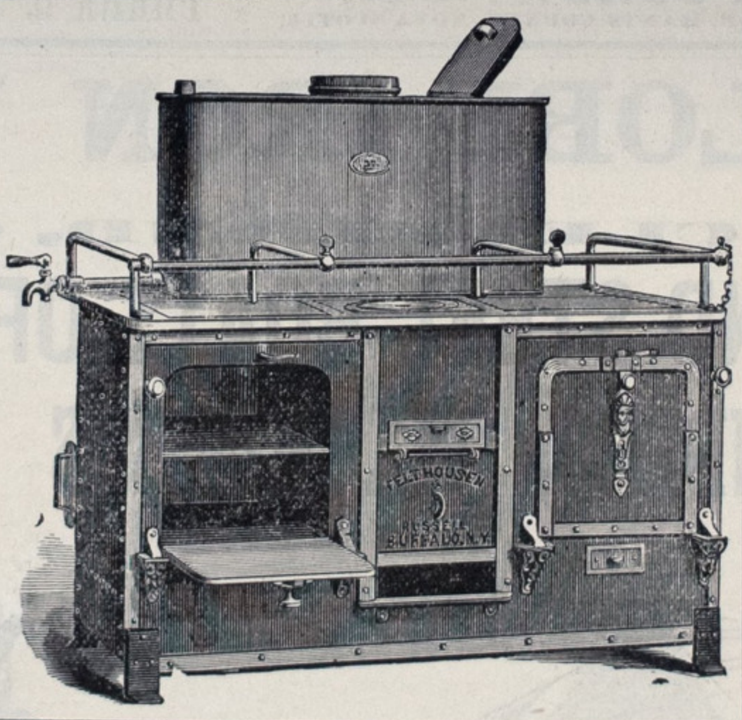

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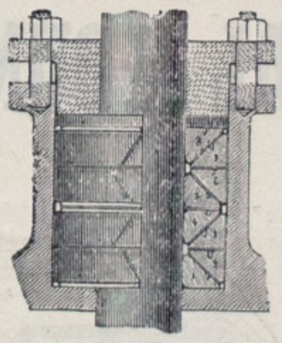

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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Sept. 27, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Sept. 25, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
126,387	.....	Sl.	Catherine Davis,	5.87	5.58	Onancock, Va.
95,891	.....	Sc.	Henrietta,	31.28	30.52	Lopez Island, Wash
95,892	.....	Sc.	Hazellean,	10.23	9.72	Crisfield, Md.
76,648	.....	Sc.	Jennie Lew,	6.19	5.88	Onancock, Va.
130,358	.....	Sl.	Nellie,	9.67	9.19	Baltimore, Md.
110,710	.....	.....	R. E. Casey,	97.84	92 95	Rouses' Point, N. Y.
145,430	.....	.....	Trader,	10.39	9.88	Port Howard, Wis.
			STEAM VESSELS.			
126,385	.....	St. y.	Climax,	8.73	6 76	New York, N. Y.
126,386	.....	St p.	City of Brocton,	2771.42	1911.80	Fall River, Mass.
157,180	K D M W	St. s.	Daring,	54.25	40.31	New York, N. Y.
			UNRIGG'D VESSELS.			
48,558	.. ..	Scow.	L. B. Forester,	21.46	20.39	Port Huron, Mich.

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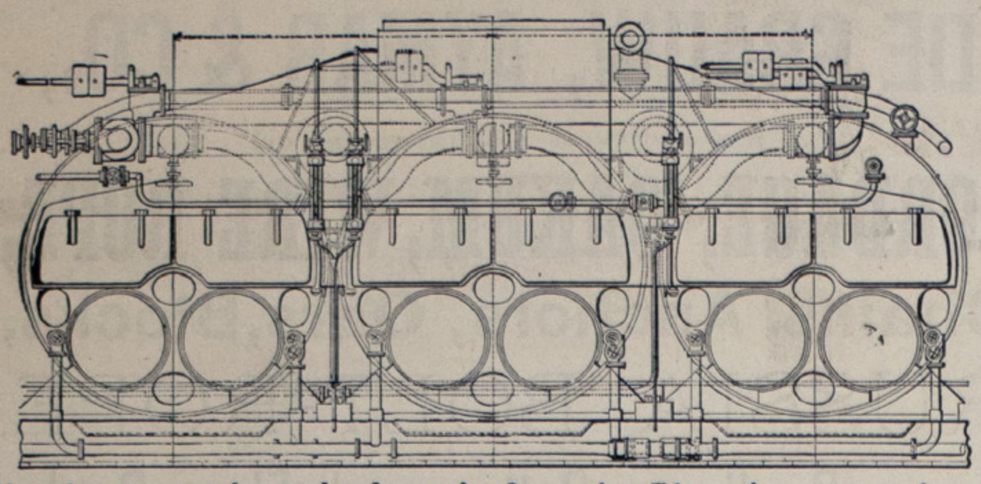

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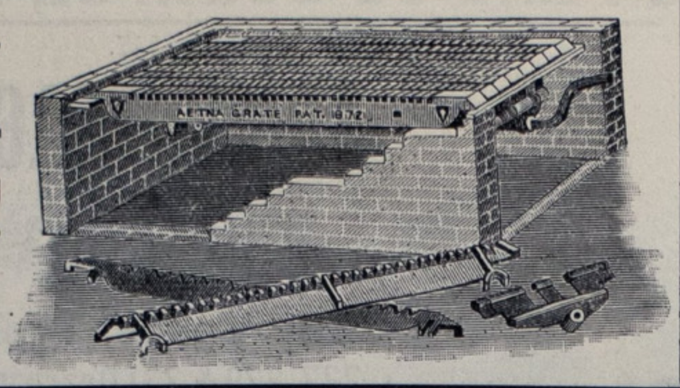

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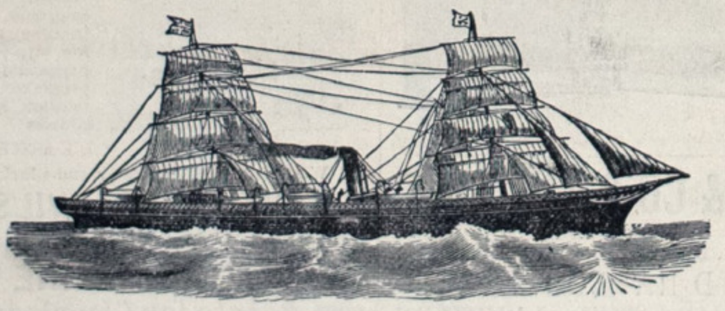

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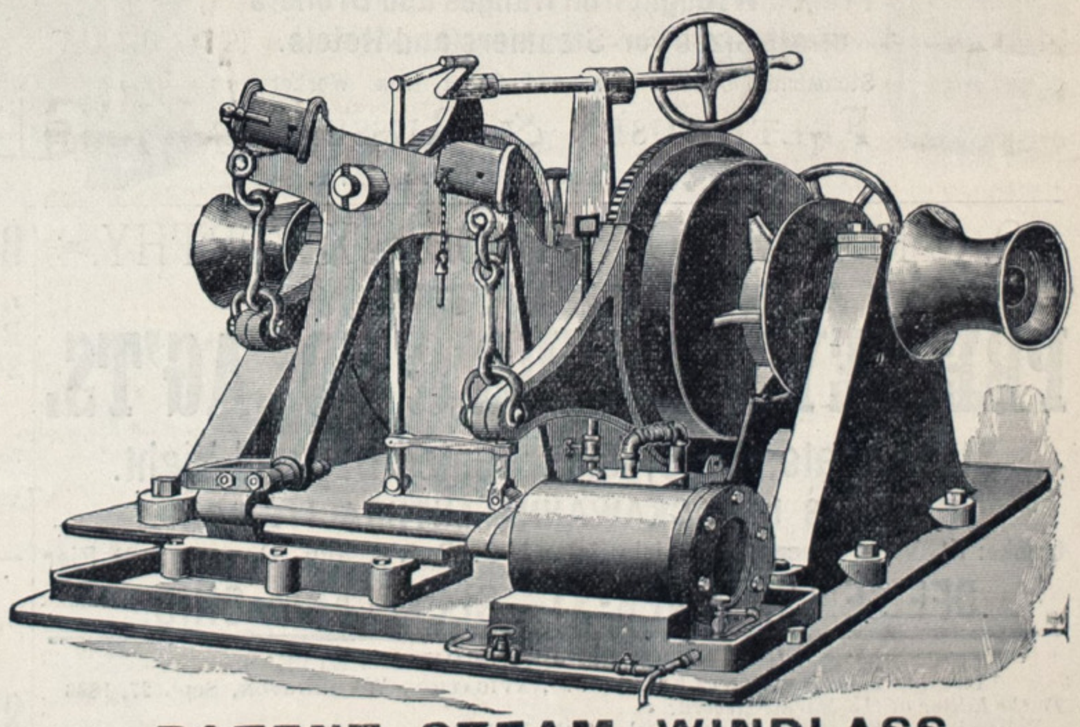

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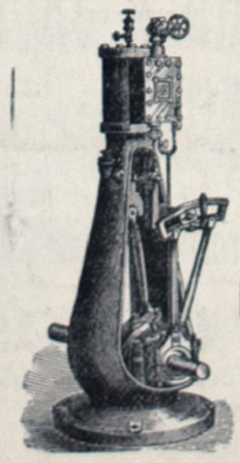

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